

U.S. ENVIRONMENTAL PROTECTION AGENCY
 POLLUTION/SITUATION REPORT
 Morgan's Point Collision - Removal Polrep
 Initial Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 Region VI

Subject: POLREP #1
 Initial Response
 Morgan's Point Collision

 Morgan's Point, TX
 Latitude: 29.6790830 Longitude: 94.9792470

To:
From: Jhana Enders, OSC
Date: 3/9/2015
Reporting Period:

1. Introduction

1.1 Background

Site Number:	A6LA	Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	CERCLA	Response Type:	Emergency
Response Lead:	USCG	Incident Category:	
NPL Status:	Non NPL	Operable Unit:	
Mobilization Date:	3/9/2015	Start Date:	3/12/2015
Demob Date:		Completion Date:	
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:		Reimbursable Account #:	

1.1.1 Incident Category

1.1.2 Site Description

The site is located in the Houston ship channel. Two ships collided and Methyl Tert-Butyl Ether (MTBE) was released from a chemical tanker into the channel. The incident is in US Coast Guard Jurisdiction and EPA is providing assistance as needed.

1.1.2.1 Location

The site is located in the Houston Ship Channel in the city of Morgan's Point. Coordinates of the collision are 29.679083 N -94.979247 W.

1.1.2.2 Description of Threat

The primary threat is from the release of Methyl Tert-Butyl Ether (MTBE). MTBE is a volatile chemical lighter than water, heavier than air, and partially soluble in water. It is a flammable oxidizer. Its volatility can cause high levels of VOCs and LEL. Due to the volatility, cooler temperatures may affect its ability to dissolve in water and cause pooling. The pooling can potentially release harmful vapors.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

9 March 2015

On March 9, 2015, the EPA Team was mobilized to the city of Morgan's Point where two ships had collided in the Houston Ship Channel releasing MTBE. The ship containing the MTBE was the Carla Maersk. The other ship, the Conti Peridot, was carrying a load of steel. The collision caused the channel to shut down from light 86 to Morgan's Point. The Center for Toxicology and Environmental Health, L.L.C. (CTEH) was onsite and conducting air monitoring in the area. The EPA Team worked with CTEH to provide initial air monitoring for Volatile Organic Compounds (VOCs) and Lower Explosive Limit (LEL). Four areas were identified with elevated VOC readings; 1) Fred Hartman Bridge (9 ppm), 2) Entrance of Baytown Waterfront District (10 ppm), 3) North end of Bay Ridge Road (17.5 ppm) and 4) Port of Houston Fire Department (20 ppm). Inert gas (Nitrogen) is being pumped into the damaged tanks of the Carla Maersk to reduce the plume of MTBE.

2.2 Planning Section

2.2.1 Anticipated Activities

Plan to locate and remove the anchor of the Conti Peridot due to safety concerns for the ship channel. Plan to apply AFFF foam suppressant to the damaged tank. Plan to repair Carla Maersk until it is able to be moved without releasing further product in the ocean. Once the ship can be moved, it will be taken to Barbour's Cut Turning Basin for more extensive repairs.

2.2.2 Issues

Foam application must be approved by the RRT.

2.3 Logistics Section

Logistics Section Chief:
Tyson O'Brien

2.4 Finance Section

Finance Section Chief:
Eva Pomaranski

2.5 Other Command Staff

2.5.1 Safety Officer
Dan Christenson

2.5.2 Liaison Officer

2.5.3 Information Officer
Dustin Williams

3. Participating Entities

3.1 Unified Command

USCG
TCEQ
City of La Porte

Port of Houston
RP (Maersk)

3.2 Cooperating Agencies

USEPA
USACE

4. Personnel On Site

No information available at this time.

5. Definition of Terms

(MTBE): Methyl Ter-Butyl Ether

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.